Gen. Supt. Office, S. P. Co.
MAY 6 1901
San Francisco, Cal.

# SOUTHERN PACIFIC COMPANY.

(PACIFIC SYSTEM.)

60
5/26/01

## TIME TABLE

FOR THE

# SAN JOAQUIN DIVISION.

59

**To Take Effect Sunday, May 5, 1901, at 12:01 A. M.**

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The company reserves the right to vary from this schedule as circumstances may require.

J. KRUTTSCHNITT,
*General Manager.*

J. A. FILLMORE,
*Manager.*

G. F. RICHARDSON,
*Master of Transportation.*

D. BURKHALTER,
*Superintendent.*

# SAN JOAQUIN DIVISION: Santa Barbara and Saugus.

## FROM SAN FRANCISCO.

### Second Class.

| 34 — Way Freight. Daily Ex. Sun. | 44 — Passenger and Freight. Daily. |
|---|---|
| P M LV 9 00 | |
| A M LV 5.50 | |
| 6.00 \| 6.40 | |
| | |
| 7.05 | |
| 7.09 | |
| 7.16 | |
| 7.31 | |
| | |
| | |
| 7.55 | |
| | A M LV 8.10 |
| 8.16 | |
| 8.20 \| 8.45 | 8.15 |
| 8.53 | 8.25 |
| 9.10 | 8.33 |
| | A M AR |
| **9.50** | |
| 10.15 | |
| 10.30 | |
| 10.40 \| **11.22** | |
| 11.50 | |
| | |
| P M 12.10 | |
| **12.30** | |
| 1.00 | |
| 1.20 | |
| 2.09 | |
| 2.30 | |
| P M AR | |
| Daily. Ex. Sun. | Daily. |
| (8.40) | (0.23) |

### First Class.

| 98 — S. Barbara Passenger. Daily. | 20 — Sunset Express. Daily. |
|---|---|
| | P M LV 6.00 |
| P M LV s 3.50 | A M LV s 8.00 |
| s 4.00 | s 8.10 \| 8.15 |
| | |
| s 4.13 | s 8.30 |
| f 4.15 | f 8.33 |
| f 4.18 | f 8.37 |
| s **4.23** | s 8.43 |
| f ..... | f ..... |
| f ..... | f ..... |
| f 4.40 | 9.04 |
| s 4.59 | 9.27 |
| s 5.02 | s 9.29 |
| f 5.07 | f 9.35 |
| s 5.11 | s 9.40 |
| s 5.22 | s **9.50** |
| f 5.28 | f 9.57 |
| 5.32 | 10.03 |
| s 5.34 | s 10.05 |
| f **5.45** | f 10.22 |
| f ..... | ..... |
| s 5.53 | s 10.28 |
| f 6.04 | f 10.38 |
| s 6.10 | s **10.43** |
| f 6.16 | f 10.49 |
| f 6.38 | f **11.13** |
| ¶ 6.45 | 11.20 |
| P M AR | A M AR |
| Daily. | Daily. |
| (2.55) | (3.20) |

Minimum running time for passenger trains between Stations—minutes.

DISTANCE FROM SAN FRANCISCO.

## TIME TABLE No. 59, May 5, 1901.

## STATIONS.

DISTANCE FROM SAUGUS.

Minimum running time for freight trains between Stations—minutes.

| Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM SAUGUS. | Minimum running time for freight trains between Stations—minutes. |
|---|---|---|---|---|
| | 370.4 | DN **STA. BARBARA** .W | 79.81 | |
| 4 | | 2.1 | | 6 |
| 6 | 372.5 | .DN. **MASON ST.** .... | 77.80 | |
| | | 5.0 | | 6 |
| 10 | 377.50 | ..... Ajax .... (Spur). | 72.80 | |
| | | .3 | | 13 |
| | 377.80 | .D.. Summerland ..... | 72.50 | |
| 1 | | 1.0 | | 2 |
| | 378.80 | ..... Ortega ..... | 71.50 | |
| 3 | | 1.1 | | 4 |
| | 379.90 | ..... Serena .. (Spur). | 70.40 | |
| 4 | | 2.9 | | 8 |
| | 382.80 | .D.... Carpinteria ... W. | 67.50 | |
| | | 3.37 | | |
| | 386.17 | ..... Benham ... (Spur). | 64.13 | |
| 15 | | 1.87 | | 21 |
| | 388.04 | ..... Punta Gorda. (Spur). | 62.26 | |
| | | 2.36 | | |
| | 390.40 | ..... Seacliff ..... | 59.90 | |
| 15 | | 8.6 | | 22 |
| 1 | 399.00 | .. **VENTURA JUNC** .. | 51.30 | |
| | | 0.9 | | 3 |
| 4 | 399.90 | .DN.. San B. Ventura . W. | 50.40 | |
| | | 2.2 | | 6 |
| 3 | 402.70 | ..... Edfu ..... | 47.60 | |
| | | 2.4 | | 7 |
| 6 | 405.10 | .D... **MONTALVO** .... | 45.20 | |
| | | 4.20 | | 11 |
| 5 | 409.30 | .D..... Saticoy ..... | 41.00 | |
| | | 3.75 | | 9 |
| 4 | 413.05 | ..... Haines ..... | 37.25 | |
| | | 2.62 | | 6 |
| 1 | 415.67 | ..... Blanchards ..... | 34.63 | |
| | | 0.73 | | 2 |
| 10 | 416.40 | .DN... Santa Paula... W. | 33.90 | |
| | | 7.10 | | 17 |
| | 423.50 | ..... Sespe ..... | 26.80 | |
| 4 | | 0.88 | | |
| | 424.38 | ..... Brownstone. (Spur). | 25.92 | 7 |
| | | 2.02 | | |
| 7 | 426.40 | .D..... Fillmore ..... | 23.90 | |
| | | 5.20 | | 13 |
| 3 | 431.60 | ..... Buckhorn ..... | 18.70 | |
| | | 2.20 | | 6 |
| 5 | 433.80 | .D..... Piru ..... W. | 16.50 | |
| | | 2.20 | | 6 |
| 19 | 436.00 | ..... Camulos ..... | 14.30 | |
| | | 9.80 | | 25 |
| 6 | 445.80 | ..... Castaic ..... | 4.50 | |
| | | 4.50 | | 11 |
| | 450.30 | .DN... **SAUGUS** ... W. | 0.00 | |

## TOWARD SAN FRANCISCO.

### First Class.

| 19 — Sunset Express. Daily. | 99 — S. Barbara Passenger. Daily. |
|---|---|
| A M AR 10.05 | |
| P M AR s 8.10 | P M AR s 1.05 |
| { 8.00 \| s 7.55 | s 12.55 |
| | |
| s 7.35 | s 12.39 |
| 7.31 | f 12.37 |
| 7.27 | f 12.33 |
| s 7.21 | s 12.29 |
| ..... | f ..... |
| ..... | f ..... |
| 6.59 | f 12.11 |
| | P M |
| 6.38 | s 11.54 |
| s 6.35 | s 11.52 |
| f 6.29 | f 11.48 |
| s 6.24 | s 11.45 |
| | P M LV |
| s 6.14 | s 11.35 |
| f 6.07 | f 11.29 |
| 6.02 | 11.24 |
| s 6.00 | s **11.22** |
| f 5 45 | f 11.05 |
| ..... | f ..... |
| s 5.35 | s 10.59 |
| f 5.20 | f 10.48 |
| s 5.14 | s **10.43** |
| f 5.07 | f 10.32 |
| f 4.43 | f 10.11 |
| 4.33 | 10.04 |
| P M LV | A M LV |
| Daily. | Daily. |
| (4.40) | (3.01) |

### Second Class.

| 43 — Passenger and Freight. Daily. | 33 — Way Freight. Daily Ex. Sun. |
|---|---|
| | A M AR 3.30 |
| | P M AR 7.45 |
| | { 7.30 \| 5.10 |
| | |
| | 4.50 |
| | 4.42 |
| | 4.35 |
| | **4.23** |
| | |
| | |
| P M AR 6.46 | 3.50 |
| | 3.20 |
| 6.44 | 3.00 |
| 6.39 | 2.50 |
| 6.35 | 2.40 |
| P M LV | |
| | 2.15 |
| | 2.05 |
| | 1.55 |
| | 1.35 |
| | 1.10 |
| | |
| | 12.55 |
| | **12.30** |
| | P M 11.55 |
| | 11.38 |
| | **11.13** |
| | 10.40 |
| | A M LV |
| Daily. | Daily. Ex. Sun. |
| (0.11) | (9.05) |

Santa Barbara yard will extend to and include Mason Street.

Ventura yard will extend to and include Ventura Junction.

**All west-bound trains have absolute right of track over all east-bound trains of same or inferior class. See Rule 384.**

# SAN JOAQUIN DIVISION: Saugus and Los Angeles.

## FROM SAN FRANCISCO.

| Second Class. | | | | First Class. | | | | | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM LOS ANGELES. | Minimum running time for freight trains between Stations—minutes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 40 | 34 | 244 | 242 | 98 | 26 | 20 | 10 | 8 | | | | | |
| Passenger and Freight. | Way Freight. | Sunset Frt. Lim'd. | Way Freight. | S. Barbara Passenger. | The Owl | Sunset Express. | Atlantic Express. | Los Angeles Express. | | | | | |
| Daily, Ex. Sun. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | |
| | PM LV | A M LV | P M LV | P M LV | A M LV | A M LV | A M LV | A M LV | | | | | |
| ..... | 2.50 | **9.50** | 5.15 | ..... | s 7.10 | s7.34 | s11.20 | s 11.43 | s**5.25** | .... | 450.30 | .DN.. **SAUGUS** ....W. | 30.61 | .... |
| ..... | 3.05 | **10.00** | 5.30 | ..... | s 7.14 | 7.38 | s11.26 | s 11.48 | s 5.31 | 4 | 452.80 | 2.50 .D .... **Newhall** ..... | 28.11 | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 453.52 | 0.72 .....**Elayon**..... | 27.39 | |
| ..... | 3.25 | 10.26 | **5.57** | ..... | f 7.24 | 7.49 | f11.37 | 11.59 | f 5.45 | 9 | 456.37 | 2.85 .....**Tunnel**..... | 24.54 | 15 |
| ..... | 3.45 | 10.44 | 6.25 | ..... | s 7.36 | 7.58 | s11.48 | P M s 12.11 | s 5.59 | 8 | 461.57 | 5.20 .DN....**Fernando**....W. | 19.34 | 18 |
| ..... | **3.53** | 10.50 | 6.30 | ..... | f 7.38 | **8.01** | f11.51 P. M. | 12.14 | f 6.03 | 2 | 463.23 | 1.66 ..... **Pacoima**..... | 17.68 | 5 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | 467.01 | 3.78 .....**Tejunga**..(Spur). | 13.90 | 11 |
| ..... | 4.06 | 11.01 | 6.50 | ..... | f 7.47 | 8.10 | s12.02 | **12.27** | f 6.15 | | 467.65 | 0.64 .....**Roscoe**..... | 13.26 | |
| ..... | ..... | ..... | ..... | ..... | f ..... | ..... | f ..... | ..... | f ..... | 6 | 468.59 | ,94 .....**Dundee**...(Spur). | 12.32 | 12 |
| | PM LV | | | | | | | | | | | 3.31 | | |
| ..... | 5.10 | 4.26 | 11.14 | 7.15 | ..... | s**7.57** | 8.17 | s**12.15** | s 12.35 | s 6.25 | 471.90 | .D .....**Burbank**..... | 9.01 | 6 |
| ..... | **5.24** | 4.37 | 11.21 | 7.25 | ..... | f 8.05 | 8.21 | f12.22 | 12.40 | f 6.30 | 474.12 | 2.22 .....**Sepulveda** ..... | 6.79 | 2 |
| ..... | 5.30 | 4.41 | 11.23 | **7.35** | ..... | f 8.07 | 8.22 | f12.24 | f12.41 | f 6.31 | 474.82 | 0.70 .....**West Glendale**..W. | 6.09 | 4 |
| ..... | 5.40 | 4.50 | 11.30 | 7.49 | ..... | s 8.10 | 8.25 | s12.31 | s 12.46 | s**6.35** | 476.80 | 1.98 .D..... **Tropico** .... .. | 4.11 | 13 |
| ..... | 6.00 | **5.10** | **11.50** | 8.10 | ..... | 8.20 | 8.35 | 12.45 | 1.00 | **6.45** | 480.91 | 4.11 .DN.**RIVER STATION** | 0.00 | |
| | PM AR | P M AR | A M AR | P M AR | | P M AR | A M AR | P M AR | P M AR | A M AR | | (Los Angeles.) | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... | ..... | ..... | .... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... | ..... | ..... | .... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... | ..... | ..... | .... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .... | ..... | ..... | .... |
| ..... | ..... | ..... | ..... | ..... | 8.30 | 8.45 | 1.00 | 1.10 | 7.00 | .... | 480.91 | .DN.**LOS ANGELES**.W. | ..... | .... |
| | | | | | P M AR | A M AR | P M AR | P M AR | A M AR | | | | | |
| ..... | ..... | 10.15 P M AR | ..... | ..... | ..... | ..... | ..... | 6.00 P M AR | ..... | .... | ..... | .....**EL PASO**..... | ..... | .... |
| | Daily. Ex. Sun. | Daily. Ex. Sun. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | |
| | (0.50) | (2.20) | (2.00) | (2.55) | (1.20) | (1.11) | (1.40) | (1.27) | (1.35) | | (30.61) | | | |

## TOWARD SAN FRANCISCO.

| First Class. | | | | | Second Class. | | | |
|---|---|---|---|---|---|---|---|---|
| 7 | 9 | 19 | 25 | 99 | 241 | 243 | 33 | 39 |
| Los Angeles Express. | Pacific Express. | Sunset Express. | The Owl. | S. Barbara Passenger. | Way Freight. | Sunset Frt. Lim'd. | Way Freight. | Passenger and Freight. |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. Ex. Sun. | Daily, Ex. Sun. |
| P M AR | PM AR | PM AR | P M AR | A M AR | A M AR | P M AR | A M AR | |
| s11.55 | s 1.10 | s 4.30 | s6.11 | s 10.04 | ..... | **5.10** | 9.34 | **9.30** | ..... | ..... |
| s11. 49 | s 1.04 | s 4.23 | 6.06 | s**10.00** | ..... | 5.00 | 9.23 | 9.15 | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11.37 | f 12.52 | f 4.10 | **5.57** | f 9.53 | ..... | ..... | 9.06 | 8.50 | ..... | ..... |
| s11.22 | s 12.40 | s 3.56 | 5.46 | s 9.43 | ..... | 4.00 | 8.45 | 8.22 | ..... | ..... |
| 11.17 | f 12.37 | s**3.53** | 5.42 | f 9.38 | ..... | 3.30 | 8.32 | **8.01** | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 11.07 | f**12.27** | 3.42 | 5.34 | f 9.27 | ..... | 3.10 | 8.15 | 7.41 | ..... | ..... |
| ..... | f ..... | ..... | ..... | f ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | A M AR | |
| s10.56 | s**12.15** | s 3.29 | 5.27 | s 9.18 | ..... | 2.48 | **7.57** | 7.26 | 6.55 | ..... |
| 10.50 | f 12.06 | f 3.24 | **5.24** | f 9.12 | ..... | 2.34 | 7.40 | 7.16 | 6.45 | ..... |
| 10.49 | 12.04 | f 3.23 | 5.23 | f 9.09 | ..... | 2.32 | **7.35** | 7.12 | 6.42 | ..... |
| f10.45 | s 12.01 P M | s 3.20 | 5.20 | s 9.05 | ..... | 2.25 | 7.30 | 7.05 | **6.35** | ..... |
| 10.32 | **11.50** | 3.10 | **5.10** | 8.55 | ..... | 2.00 | 7.10 | **6.45** | 6.10 | ..... |
| P M LV | A M LV | P M LV | P M LV | A M LV | | A M LV | P M LV | A M LV | A M LV | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10.20 | 11.40 | 3.00 | 5.00 | 8.45 | ..... | ..... | ..... | ..... | ..... | ..... |
| P M LV | A M LV | P M LV | P M LV | A M LV | | | | | | |
| ..... | 7.20 A M LV | ..... | ..... | ..... | ..... | ..... | 3.40 P M LV | ..... | ..... | ..... |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily, Ex. Sun. | Daily. Ex. Sun | | |
| (1.35) | (1.30) | (1.30) | (1.11). | (1.19) | (3.10) | (2.24) | (2.45) | (0.45) | | |

Nos. 241 and 242 will carry passengers.

" 37 " 38 " " "

**All west-bound trains have absolute right of track over all east-bound trains of same or inferior class. See Rule 384.**

# SAN JOAQUIN DIVISION: Fresno and Bakersfield.

## FROM SAN FRANCISCO.

| Third Class. | Second Class. | | | First Class. | | | | | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM BAKERSFIELD. | Minimum running time for freight trains between Stations—minutes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 24 — Passenger and Freight. Daily. | 248 — Way Freight. Daily. | 244 — Sunset Frt. Limited. Daily. | 242 — Way Freight. Daily. | 142 — Stockton and Bakersfield Passenger. Daily. | 26 — The Owl. Daily. | 2 — Fresno Passenger Daily. | 10 — Atlantic Express. Daily. | 8 — Los Angeles Express. Daily. | | | | | |
| ..... | ..... | A M LV 1.55 | P M LV 3.05 | ..... | P M LV 5.00 | ..... | P M LV 5.00 | A M LV 9.00 | ..... | ..... | ..SAN FRANCISCO.. | ..... | ..... |
| ..... | A M LV 7.15 | ..... | ..... | A M LV 11.30 | P M LV 11.09 | A M LV 8.00 | A M LV 1.10 | P M LV 5.25 | ..... | 206.65 | .DN.. FRESNO....W. 2.03 | 107.39 | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5½ | 208.68 | ....Craycroft (Spur).... 0.75 | 105.36 | 10 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5½ | 209.43 | ..... Calwa ..... 2.10 | 104.61 | 10 |
| ..... | 7.40 | ..... | ..... | s 11.40 | 11.16 | s 8.12 | 1.21 | s 5.36 | 5 | 211.53 | .D..... Malaga..... 4.70 | 102.51 | 10 |
| ..... | 8.05 | ..... | ..... | s 11.47 | Foot-note. 11.24 | s 8.25 | f 1.30 | s 5.46 | 7 | 216.23 | .D..... Fowler..... 5.55 | 97.81 | 11 |
| ..... | **8.39** | ..... | ..... | s 11.55 | 11.33 | s **8.39** | s 1.39 | s 5.57 | 5¼ | 221.78 | .DN..... Selma..... 4.92 | 92.26 | 10 |
| ..... | **10.05** | ..... | ..... | P M s 12.04 | 11.43 | s 8.55 | f **1.52** | s 6.06 | 6¼ | 226.70 | .D.... Kingsburg....W. 5.76 | 87.34 | 12 |
| ..... | 10.45 | ..... | ..... | s 12.15 | 11.51 | s 9.05 | 2.03 | s 6.18 | 2½ | 232.46 | .D..... Traver..... 2.33 | 81.58 | 5 |
| ..... | 10.55 | ..... | ..... | f 12.19 | 11.54 | f 9.12 | 2.06 | Foot-note. f **6.30** | 6½ | 234.79 | ..... Cross Creek ..... 5.85 | 79.25 | 12 |
| ..... | 11.25 | P M LV 4.45 | P M LV **1.00** | s **12.30** | A M 12.04 | **9.25** | s 2.16 | s 6.42 | 6½ | 240.64 | DN. **COSHEN JUNC.** W. 6.06 | 73.40 | 12 |
| ..... | A M AR ..... | 5.00 | 1.20 | f 12.40 | 12.13 | A M AR ..... | 2.26 | f 6.53 | 5 | 246.70 | ..... Tagus ..... 4.42 | 67.34 | 10 |
| ..... | ..... | 5.12 | 1.35 / 2.25 | s 12.48 | s 12.21 | ..... | f 2.34 | s 7.02 | 6¼ | 251.12 | .DN..... Tulare .....W. 5.71 | 62.92 | 12 |
| ..... | ..... | 5.24 | 2.45 | f 12.59 | 12.31 | ..... | 2.47 | f 7.13 | 5¼ | 256.83 | ..... Urlam..... 4.69 | 57.21 | 10 |
| ..... | ..... | 5.35 | 3.05 | s 1.06 | 12.38 | ..... | 2.55 | s 7.22 | 7 | 261.52 | .D..... Tipton .....W. 6.40 | 52.52 | 13 |
| ..... | ..... | 5.48 | 3.19 | s 1.16 | **12.49** | ..... | 3.11 | s 7.32 | 6¼ | 267.92 | .D..... Pixley..... 5.59 | 46.12 | 12 |
| ..... | ..... | 6.01 | 3.45 | f 1.26 | 12.56 | ..... | 3.20 | f 7.41 | 9 | 273.51 | ..... Alila..... 8.33 | 40.53 | 17 |
| ..... | ..... | 6.21 | 4.25 | s 1.38 | 1.10 | ..... | s 3.31 | s 7.57 | 7 | 281.84 | .DN.....Delano .....W. 6.30 | 32.20 | 13 |
| ..... | ..... | 6.40 | 5.00 | f 1.48 | 1.21 | ..... | 3.39 | f 8.09 | 6 | 288.14 | ..... Hunt..... 5.56 | 25.90 | 12 |
| ..... | ..... | 7.00 | 5.35 | s 1.57 | 1.30 | ..... | f 3.48 | s 8.19 | 3¾ | 293.70 | .DN... FAMOSO...W. 3.27 | 20.34 | 7 |
| ..... | ..... | 7.13 | 5.55 | f 2.02 | 1.35 | ..... | 3.53 | f **8.29** | 5¼ | 296.97 | ..... Kimberlena..... 4.70 | 17.07 | 10 |
| ..... | ..... | 7.25 | 6.15 | f 2.09 | 1.42 | ..... | 4.03 | f 8.36 | 6 | 301.67 | ..... Lerdo ..... 5.32 | 12.37 | 12 |
| ..... | ..... | 7.40 | 6.30 | f 2.18 | 1.51 | ..... | 4.14 | s 8.46 | 3 | 306.99 | .D..... Jewetta ..... 2.50 | 7.05 | 7 |
| P M LV s 4.40 | ..... | 7.47 | 6.40 | 2.22 | 1.55 | ..... | 4.18 | 8.50 | 4 | 309.49 | ..... Oil Junction ..... 4.55 | 4.55 | 8 |
| 5.00 P M AR | ..... | **8.00** P M AR | 6.55 P M AR | 2.30 P M AR | 2.02 A M AR | ..... | 4.27 A M AR | 9.00 P M AR | | 314.04 | ...BAKERSFIELD... | 0.00 | |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | |

## TOWARD SAN FRANCISCO.

| First Class. | | | | | Second Class. | | | Third Class. | Minimum running time for freight trains between Stations—minutes. |
|---|---|---|---|---|---|---|---|---|---|
| 7 — Pacific Express. Daily. | 1 — Fresno Passenger. Daily. | 9 — Pacific Express. Daily. | 25 — The Owl. Daily. | 141 — Stockton and Bakersfield Passenger. Daily. | 241 — Way Freight. Daily. | 243 — Sunset Frt. Limited. Daily. | 247 — Way Freight. Daily. | 23 — Passenger and Freight. Daily. | |
| P M AR 7.25 | ..... | A M AR 7.55 | A M AR 8.55 | ..... | A M AR 10.00 | A M AR 2.20 | ..... | ..... | ..... |
| A M AR ¶ 11.00 | P M AR 7.35 | P M AR 11.45 | A M AR 2.24 | A M AR 9.10 | ..... | ..... | P M AR 5.00 | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| s 10.43 | s 7.22 | 11.34 | 2.15 | s 8.59 | ..... | ..... | 4.00 | ..... | ..... |
| s 10.30 | s 7.10 | Foot-note. f **11.24** | 2.07 | s 8.49 | ..... | ..... | 3.35 | ..... | ..... |
| s 10.17 | s 6.59 | s 11.05 | 1.59 | s **8.39** | ..... | ..... | 3.07 | ..... | ..... |
| s **10.05** | s 6.47 | 10.50 | **1.52** | s 8.29 | ..... | ..... | 2.00 | ..... | ..... |
| s 9.53 | s 6.36 | 10.35 | 1.43 | s 8.23 | ..... | ..... | 1.20 | ..... | ..... |
| f 9.47 | Foot-note. f **6.30** | 10.28 | 1.38 | f 8.20 | ..... | ..... | 1.00 | ..... | ..... |
| s **9.35** | 6.18 P M LV | s 10.15 | 1.28 | s 8.10 | A M AR 11.30 | P M AR 12.25 | **12.45** P M LV | ..... | ..... |
| f 9.20 | ..... | 9.59 | 1.19 | f 8.00 | 11.10 | 12.06 | ..... | ..... | ..... |
| s 9.11 | ..... | s 9.50 | s 1.14 | s 7.50 | 10.50 / 10.05 | P M 11.53 | ..... | ..... | ..... |
| f 8.58 | ..... | 9.34 | 1.05 | f 7.42 | 9.50 | 11.39 | ..... | ..... | ..... |
| s 8.49 | ..... | f 9.25 | 12.59 | s 7.31 | 9.35 | 11.26 | ..... | ..... | ..... |
| s 8.38 | ..... | f 9.15 | **12.49** | s 7.23 | 9.15 | 11.11 | ..... | ..... | ..... |
| f 8.28 | ..... | 9.06 | 12.40 | f 7.13 | 8.55 | 10.57 | ..... | ..... | ..... |
| s 8.15 | ..... | s 8.53 | 12.28 | s 7.02 | 8.35 | 10.38 | ..... | ..... | ..... |
| f **8.04** | ..... | 8.42 | 12.18 | f 6.52 | **8.04** | 10.18 | ..... | ..... | ..... |
| s 7.55 | ..... | s 8.34 | 12.09 | s 6.43 | 7.44 | 10.06 | ..... | ..... | ..... |
| 7.50 | ..... | **8.29** | 12.04 A M | f 6.39 | 7.29 | 9.58 | ..... | ..... | ..... |
| f 7.42 | ..... | 8.20 | 11.57 | f 6.31 | 7.10 | 9.46 | ..... | ..... | ..... |
| f 7.32 | ..... | 8.12 | 11.49 | f 6.21 | 6.55 | 9.32 | ..... | ..... | ..... |
| 7.28 | ..... | 8.08 | 11.46 | 6.17 | 6.40 | 9.25 | ..... | A M AR s 8.00 | ..... |
| 7.20 A M LV | ..... | **8.00** P M LV | 11.40 P M LV | 6.10 A M LV | 6.25 A M LV | 9.10 A M LV | ..... | 7.45 A M LV | ..... |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | |

(0.20) (4.10) (3.15) (5.55) (3.00) (2.53) (1.25) (3.17) (3.35) (107.39) (3.40) (1.17) (3.45) (2.44) (3.00) (5.05) (3.15) (4.15) (0.15)

No. 1 will take siding at Cross Creek for No. 8.
By ordinance the speed of all trains is limited to six (6) miles per hour within the city limits of Fresno and Selma.
Nos. 241 and 242 will carry passengers.
**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**
**No. 9 will take siding at Fowler for No. 26.**

# SAN JOAQUIN DIVISION: Mendota, Collis, Fresno, Armona, Goshen Junction and Exeter.

## TIME TABLE No. 59, May 5, 1901.

### FROM SAN FRANCISCO.

| Second Class. | | First Class. | | | | | | | | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM GOSHEN JUNCTION AND BRANCH TERMINALS. | Minimum running time for freight trains between Stations—minutes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 246 | 248 | 244 | 242 | 30 | 28 | 22 | 2 | 36 | 26 | | | | | |
| Passenger and Frt. | Way Freight. | Sunset Frt. Limited. | Way Freight. | Pass. and Freight. | Pass. | Visalia and Fresno. | Fresno and Porterville. | Visalia Pass. | The Owl. | | | | | |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | |
| PM LV 9.55 | ..... | AM LV 1 55 | PM LV 3.05 | ..... | ..... | ..... | ..... | AM LV 7.30 | PM LV 5.00 | ..... | .... | ..SAN FRANCISCO.. | ..... | ..... |
| PM LV 12.30 | AM LV 5.00 | PM LV 1.10 | AM LV 6.30 | ..... | ..... | ..... | ..... | PM LV 1.43 | PM LV 10.13 | ..... | 175.45 | .DN. MENDOTA ...W. | 71.07 | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 3 | 178.05 | 2.60 .....Whites Bridge..... | 68.47 | 5 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8 | 183.18 | 5.13 ..... Roeding.. (Spur). | 63.34 | 15 |
| 1.03 | 5.28 | 1.35 | 7.00 | ..... | ..... | ..... | ..... | f 1.58 | 10.28 | | 185.35 | 2.17 ..... Jamesan ..... | 61.17 | |
| 1.30 | 5.50 | 2 00 | 7.17 | ..... | ..... | ..... | ..... | s 2.10 | 10.40 | 9¾ | 193.85 | 8.50 .DN... COLLIS ....W. | 52.67 | 17 |
| 2.10 | 5.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.40 | ..... | 193.85 | .DN... COLLIS ....W. | 15.39 | ..... |
| f ..... | f ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6 | 197.55 | 3.70 .....Floyd ...(Spur). | 11.69 | 11 |
| 2.24 | 6.02 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.48 | | 199.35 | 1.80 .....Rolinda..... | 9.89 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 201.66 | 2.31 ..... Kearney ..(Spur). | 7.58 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 4¾ | 202.66 | 1.00 ..... Nevill ...(Spur). | 6.58 | 10 |
| 2.32 | 6.12 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10.54 | | 203.35 | 0.69 .....Pratton..... | 5.89 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 204.63 | 1.28 ..... Forsey .. (Spur). | 4.61 | |
| 2.45 | 6.30 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.04 | 7½ | 209.24 | 4.61 .DN... FRESNO....W. | 0.00 | 13 |
| PM AR | AM AR | | | | | | | | PM AR | | | | | |

### TOWARD SAN FRANCISCO.

| First Class. | | | | | | Second Class. | | | | Minimum running time for freight trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | STATIONS. | DISTANCE FROM GOSHEN JUNCTION AND BRANCH TERMINALS. | Minimum running time for passenger trains between Stations—minutes. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 25 | 35 | 1 | 21 | 27 | 29 | 241 | 243 | 247 | 249 | | | | | |
| The Owl. | Visalia Passenger. | Porterville and Fresno. | Fresno and Visalia. | Pass. and Freight. | Passenger. | Way Freight. | Sunset Frt. Ltd. | Way Freight. | Passenger and Ft. | | | | | |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | |
| AM AR 8.55 | PM AR 4.55 | ..... | ..... | ..... | ..... | AM AR 10.00 | AM AR 2.20 | ..... | ..... | ..... | .... | ..SAN FRANCISCO.. | ..... | ..... |
| AM AR 3.33 | AM AR 10.52 | ..... | ..... | ..... | ..... | PM AR 7.15 | PM AR 5.00 | PM AR 7.55 | AM AR 11.30 | | 175.45 | .DN. MENDOTA ...W. | 71.07 | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 5 | 178.05 | 2.60 .....Whites Bridge..... | 68.47 | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 15 | 183.18 | 5.13 ..... Roeding.. (Spur). | 63.34 | 8 |
| 3.15 | f 10.34 | ..... | ..... | ..... | ..... | 6.47 | 4.30 | 7.35 | 10.55 | | 185.35 | 2.17 ..... Jamesan ..... | 61.17 | |
| 3.02 | s 10.15 | ..... | ..... | ..... | ..... | 6.23 | 4.00 | 7.15 | 10.20 | 17 | 193.85 | 8.50 .DN... COLLIS ....W. | 52.67 | 9¾ |
| 3.02 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.15 | 10.15 | ..... | 193.85 | .DN... COLLIS ....W. | 15.39 | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | f ..... | f ..... | 11 | 197.55 | 3.70 .....Floyd ...(Spur). | 11.69 | 6 |
| 2.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 7.01 | 9.41 | | 199.35 | 1.80 .....Rolinda..... | 9.89 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 201.66 | 2.31 ..... Kearney ..(Spur). | 7.58 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 10 | 202.66 | 1.00 ..... Nevill ...(Spur). | 6.58 | 4¾ |
| 2.38 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.46 | 9.28 | | 203.35 | 0.69 .....Pratton..... | 5.89 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 204.63 | 1.28 ..... Forsey .. (Spur). | 4.61 | |
| 2.28 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 6.30 | 9.15 | 13 | 209.24 | 4.61 .DN... FRESNO....W. | 0.00 | 7½ |
| AM LV | | | | | | | | PM LV | AM LV | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | 6.23 | 4.00 | ..... | ..... | ..... | 193.85 | .DN... COLLIS ....W. | 62.67 | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | 5.58 | 3.35 | ..... | ..... | 13 | 200.55 | 6.70 .....McMullin..... | 45.97 | 7¼ |
| ..... | ..... | ..... | ..... | ..... | ..... | 5.38 | 3.15 | ..... | ..... | 11 | 205.95 | 5.40 .....Ormus..... | 40.57 | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | 5.15 | {2.56 2.44 | ..... | ..... | 11 | 211.55 | 5.60 .D.... Caruthers..... | 34.97 | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | 4.50 | 2.05 | ..... | ..... | 12 | 217.65 | 6.10 .....Cando.....W. | 28.87 | 7 |
| ..... | ..... | ..... | ..... | ..... | ..... | 4.35 | 1.48 | ..... | ..... | 7 | 221.45 | 3.80 .D..... Lillis..... | 25.07 | 4½ |
| ..... | ..... | ..... | ..... | ..... | ..... | 4.22 | 1.40 | ..... | ..... | 5 | 223.85 | 2.40 .....Hardwick..... | 22.67 | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | 4.14 | 1.32 | ..... | ..... | 5 | 226.21 | 2.36 .....Kimble..... | 20.31 | 3 |
| ..... | ..... | ..... | ..... | ..... | ..... | 4.00 | 1.20 | ..... | ..... | 8 | 230.22 | 4.01 .DN.. ARMONA...W. | 16.30 | 5 |
| ..... | ..... | ..... | ..... | AM AR s 10.15 | PM AR 7.30 | 2.45 | 1.15 | ..... | ..... | ..... | 230.22 | .DN.. ARMONA....W. | 16.30 | ..... |
| ..... | ..... | ..... | ..... | s 10.06 | s 7.15 | {2.35 1.32 | 1.07 | ..... | ..... | 7 | 233.32 | .D..... Hanford. ..... | 13.20 | 4 |
| ..... | ..... | ..... | ..... | f 9.55 | f 7.05 | 1.00 | 12.54 | ..... | ..... | 11 | 238.52 | 5.20 .....Remnoy..... | 8.00 | 6 |
| ..... | ..... | ..... | ..... | 9.40 | 6.50 | 12.40 | 12.35 | ..... | ..... | 16 | 246.52 | 8.00 .DN.GOSHEN JC..W. | 0.00 | 11 |
| | | | | A M LV | P M LV | P M LV | P M LV | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.25 | ..... | ..... | 246.52 | .DN.GOSHEN JC..W. | 17.52 | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | {11.00 9.10 | ..... | 20 | 253.92 | 7.40 .D..... Visalia ..... | 10.12 | 15 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.45 | ..... | 15 | 259.82 | 5.90 .....Farmersville...W. | 4.22 | 6 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.35 | ..... | 6 | 261.12 | 1.30 .....Giantoak..... | 2.92 | 8 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 8.20 | ..... | 8 | 264.04 | 2.92 .D... EXETER..... | 0.00 | |
| | | | | | | | | AM LV | | | | | | |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | |

| | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | PM LV 1.00 | ..... | ..... | ..... | ..... | AM LV ..... | AM LV 9.40 | s 3.43 | ..... | ..... | 246.52 | .DN.GOSHEN JC..W. | 17.52 | ..... | ..... | PM AR 6.10 | PM AR ..... | ..... | ..... | ..... | 11.25 | ..... |
| ..... | 2.05 | ..... | ..... | ..... | ..... | 7.30 | s 10.05 | s 4.03 | ..... | 15 | 253.92 | 7.40 .D..... Visalia ..... | 10.12 | 20 | ..... | s 8.24 | {5.50 5.15 | 7.42 | ..... | ..... | {11.00 9.10 | ..... |
| ..... | 2.30 | ..... | ..... | ..... | ..... | s 7.42 | s 10.17 | s 4.13 | ..... | 8 | 259.82 | 5.90 .....Farmersville...W. | 4.22 | 15 | ..... | s 8.12 | s 5.00 | s 7.29 | ..... | ..... | 8.45 | ..... |
| ..... | 2.40 | ..... | ..... | ..... | ..... | f 7.47 | f 10.21 | f 4.16 | ..... | 3 | 261.12 | 1.30 .....Giantoak..... | 2.92 | 6 | ..... | f 8.09 | f 4.55 | f 7.24 | ..... | ..... | 8.35 | ..... |
| ..... | 3.00 | ..... | ..... | ..... | ..... | 8.00 | s 10.30 | s 4.25 | ..... | 4 | 264.04 | 2.92 .D... EXETER..... | 0.00 | 8 | ..... | s 8.05 | s 4.50 | s 7.15 | ..... | ..... | 8.20 | ..... |
| | PM AR | | | | | A M AR | A M AR | P M AR | | | | | | | | A M LV | P M LV | P M LV | | | A M LV | |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | | | | | | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. |

No. 241 will carry passengers.

By ordinance the speed of all trains is limited to six (6) miles per hour within the city limits of Visalia.

(2.15) (10.00) (8.35) (5.35) (2.05) (1.43) (0.30) (0.50) (2.42) (0.51) (71.07) (1.5) (2.47) (1.20) (0.27) (0.35) (0.40) (6.35) (4.25) (11.35) (2.15)

**All west-bound trains have absolute right of track over all east-bound trains of same or inferior class. See rule 384.**

# SAN JOAQUIN DIVISION: Bakersfield and Mojave.

## FROM SAN FRANCISCO.

| Second Class. | First Class. | | | | | | |
|---|---|---|---|---|---|---|---|
| 134 | 244 | 242 | 108 | 104 | 26 | 10 | 8 |
| Santa Fe Freight. | Sunset Frt. Limited | Way Freight. | Santa Fe Overland. | Santa Fe Limited. | The Owl. | Atlantic Express. | Los Angeles Express. |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. |
| P M LV | P M LV | A M LV | A M LV | P M LV | A M LV | A M LV | P M LV |
| ..... | 9.00 | **4.40** | ..... | ..... | 2.10 | **4.40** | 9.30 |
| **11.33** | 9.03 | 4.42 | 7.50 | 5.40 | 2.11 | 4.41 | 9.32 |
| 11.55 | 9.25 | 5.02 | **8.05** | 5.50 | **2.21** | *f* 4.54 | *f* 9.55 |
| A M 12.10 | 9.40 | **5.20** | 8.15 | 5.56 | 2.31 | *f* 5.04 | *f* 10.13 |
| 12.20 | 9.50 | 5.30 | **8.22** | **6.01** | 2.36 | *f* **5.12** | *f* 10.20 |
| 12.35 | 10.07 | 5.41 | 8.30 | 6.07 | 2.42 | 5.19 | 10.32 |
| **12.55** | **10.47** | **6.08** | 8.41 | 6.17 | 2.51 | *s* 5.30 | *s* **10.47** |
| 1.25 | 11.25 | **6.45** | 9.02 | **6.42** | 3.09 | *f* **5.53** | 11.13 |
| 1.55 | A M **12.01** | **7.32** | 9.19 | 6.58 | 3.25 | *f* **6.15** | **11.35** |
| 2.20 | 12.30 | 7.50 | 9.35 | 7.12 | 3.41 | *s* 6.35 | *s* 11.55 |
| 2.50 | 1.05 | 8.20 | 9.52 | 7.33 | **4.03** | *f* **7.05** | A M *f* 12.20 |
| 3.10 | 1.25 | 8.40 | 10.05 | 7.43 | 4.15 | 7.17 | *f* 12.37 |
| **3.35** | 1.58 | 9.30 | 10.19 | 7.56 | 4.30 | *s* 7.35 | *s* 12.55 |
| 3.41 | 2.04 | 9.40 | 10.22 | 8.00 | **4.32** | 7.42 | 1.03 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| **4.15** | 2.30 | 10.10 | 10.39 | 8.15 | **4.45** | *f* 7.59 | *f* 1.22 |
| **4.58** | **2.54** | 10.34 | 10.50 | **8.26** | **4.58** | *f* 8.14 | 1.39 |
| 5.22 | **3.15** | 10.48 | 10.58 | 8.32 | 5.06 | *f* 8.21 | 1.48 |
| **5.45** | **3.30** | **11.00** | **11.05** | **8.40** | 5.13 | ¶ 8.30 | 1.55 |
| A M AR | A M AR | A M AR | A M AR | P M AR | A M AR | A M AR | A M AR |
| Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. | Daily. |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

Minimum running time for passenger trains between Stations—minutes.

| | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM LOS ANGELES. | Minimum running time for freight trains between Stations—minutes. |
|---|---|---|---|---|
| | *314.04* | DN. **BAKERSFIELD** ... | *168.22* | |
| 10 | *314.76* | DN.. **KERN JUNC** .... | *167.50* | 19 |
| | | .72 | | |
| | *321.29* | ..... Wade ..... | *160.97* | |
| 7 | | 6.53 | | 14 |
| | *326.17* | .....Sand Cut..... | *156.09* | |
| 4 | | 4.88 | | 8 |
| | *329.00* | .N.....Pampa .....W. | *153.26* | |
| 5½ | | 2.83 | | 10 |
| | *332.40* | ..... Ilmon ..... | *149.86* | |
| 9 | | 3.40 | | 15 |
| | *336.35* | .DN....Caliente.....W. | *145.91* | |
| 13 | | 3.95 | | 21 |
| | *341.65* | .DN....Bealville ....W. | *140.61* | |
| 12 | | 5.30 | | 20 |
| | *346.45* | ..... Rowen..... | *135.81* | |
| 9 | | 4.80 | | 15 |
| | *349.95* | .DN.....Keene .....W. | *132.31* | |
| 13 | | 3.50 | | 21 |
| | *355.32* | .DN..... Girard.....W. | *126.94* | |
| 6 | | 5.37 | | 10 |
| | *357.82* | ..... Cable ..... | *124.44* | |
| 9 | | 2.50 | | 15 |
| | *361.70* | .DN.... Tehachapi...W. | *120.56* | |
| 2 | | 3.88 | | 5 |
| | *363.52* | ....Summit Switch.... | *118.74* | |
| 11 | | 1.82 | | |
| | *365.55* | ..... Sullivan ..(Spur). | *116.71* | |
| | | 2.03 | | 25 |
| | *368.50* | ..... Eric ...(Spur). | *113.76* | |
| | | 2.95 | | |
| | *370.98* | .DN....Cameron....W. | *111.28* | |
| 11 | | 2.48 | | |
| | *376.17* | .N.....Warren..... | *106.09* | 20 |
| 6 | | 5.19 | | |
| | *378.97* | .....Fram..... | *103.29* | 10 |
| 6 | | 2.80 | | |
| | *381.77* | .DN... **MOJAVE** ..W. | *100.49* | 10 |

## TOWARD SAN FRANCISCO.

| First Class. | | | | | Second Class. | | |
|---|---|---|---|---|---|---|---|
| 7 | 9 | 25 | 103 | 107 | 241 | 243 | 133 |
| Los Angeles Express. | Atlantic Express. | The Owl. | Santa Fe Limited. | Santa Fe Overland. | Way Freight. | Sunset Frt. Limited. | Santa Fe Freight. |
| Daily. | Daily. | Daily. | Daily. | Daily | Daily. | Daily. | Daily. |
| A M AR | P M AR | P M AR | A M AR | A M AR | P M AR | A M AR | A M AR |
| ¶ 7.00 | 7.50 | 11.35 | ..... | ..... | 7.00 | 8.30 | ..... |
| 6.57 | 7.48 | **11.33** | 8.50 | 5.45 | 6.57 | 8.25 | 2.45 |
| *f* 6.44 | *f* 7.35 | 11.20 | 8.38 | 5.30 | 6.40 | **8.05** | **2.21** |
| *f* 6.32 | *f* 7.23 | 11.10 | 8.27 | **5.20** | 6.20 | 7.41 | 1.50 |
| *f* 6.27 | *f* 7.16 | 11.05 | **8.22** | **5.12** | **6.01** | 7.33 | 1.35 |
| 6.18 | 7.10 | 10.57 | 8.15 | 5.06 | 5.45 | 7.22 | 1.17 |
| *s* **6.08** | *s* 6.57 | **10.47** | 8.05 | 4.56 | 5.25 | 7.06 | **12.55** |
| *f* **5.53** | *f* **6.42** | 10.32 | 7.47 | 4.42 | 4.55 | **6.45** | 12.30 |
| *f* 5.38 | *f* 6.23 | 10.18 | **7.32** | 4.26 | 4.25 | **6.15** | A M **12.01** |
| *s* 5.25 | *s* 6.10 | 10.08 | 7.21 | 4.16 | 4.10 | 6.00 | **11.35** |
| *f* 5.12 | *f* 5.52 | 9.53 | **7.05** | **4.03** | 3.40 | 5.40 | 11.05 |
| *f* 4.57 | *f* 5.44 | 9.46 | 6.55 | 3.50 | 3.30 | 5.30 | 10.38 |
| *s* 4.39 | *s* 5.32 | 9.37 | 6.45 | **3.35** | 3.10 | 5.15 | 10.20 |
| **4.32** | 5.26 | **9.35** | 6.43 | 3.30 | 2.45 | 5.10 | 9.55 |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | **9.35** |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| *f* **4.15** | *f* 5.08 | 9.23 | 6.26 | 3.15 | 2.15 | **4.45** | 9.00 |
| *f* 3.54 | *f* 4.50 | 9.04 | 6.07 | **2.54** | 1.45 | **4.15** | **8.26** |
| *f* 3.40 | *f* 4.40 | 8.54 | 5.54 | 2.40 | 1.30 | 3.35 | 7.50 |
| **3.30** | 4.30 | **8.45** | **5.45** | 2.30 | 1.15 | **3.15** | 7.30 |
| A M LV | P M LV | P M LV | A M LV | A M LV | P M LV | A M LV | P M LV |
| Daily. | Daily. | Daily. | Daily. | Daily | Daily. | Daily. | Daily. |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

| (6.12) | (6.30) | (6.20) | (3.15) | (3.00) | (3.03) | (3.50) | (4.25) | (67.73) | (3.30) | (3.20) | (2.50) | (3.05) | (3.15) | (5.45) | (5.30) | (7.15) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Nos. 241 and 242 will carry passengers.

**All west-bound trains have absolute right of track over all east-bound trains of the same or inferior class. See Rule 384.**

# SAN JOAQUIN DIVISION: Mojave and Saugus.

## FROM SAN FRANCISCO.

| Second Class. | | First Class. | | | | | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM LOS ANGELES. | Minimum running time for freight trains between Stations—minutes. | TOWARD SAN FRANCISCO. | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | First Class. | | | | | Second Class. | | | |
| | | 244 — Sunset Frt. Limited. Daily. | 242 — Way Freight. Daily. | | | 26 — The Owl. Daily. | 10 Atlantic Express. Daily. | 8 Los Angeles Express. Daily. | | | | 7 — Los Angeles Express. Daily. | 9 Pacific Express. Daily. | 25 The Owl. Daily. | | | 241 — Way Freight. Daily. | 243 — Sunset Frt. Limited. Daily. | | |
| | | A M LV | A M LV | | | A M LV | A M LV | A M LV | | | | A M AR | P M AR | P M AR | | | A M AR | A M AR | | |
| ..... | ..... | 4.35 | 11.59 P M | ..... | ..... | 5.18 | 8.55 | 2.15 | .... | 381.77 | .DN...MOJAVE...W. | 100.49 | ..... | 3.15 | ¶ 4.10 | 8.40 | ..... | ..... | 11.59 | 2.15 | ..... |
| | | | | | | | | | 8 | | 4.13 | | 18 | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | .....Fleta...(Spur). | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | .. | | 2.48 | | .. | | | | | | | | |
| ..... | ..... | 4.55 | 12.19 | ..... | ..... | 5.25 | 9.05 | f 2.27 | | 388.38 | ..... Gloster..... | 93.88 | | f 3.02 | 3.55 | 8.26 | ..... | ..... | 11.35 | 1.55 | ..... |
| | | | | | | | | | .. | | 3.20 | | .. | | | | | | | | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | | 391.58 | ..... Lexin ..(Spur.). | 90.68 | | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | 8½ | | 4.02 | | 20 | | | | | | | | |
| ..... | ..... | 5.16 | 12.39 | ..... | ..... | 5.35 | f 9.16 | s 2.47 | | 395.60 | . ....Rosamond....W. | 86.66 | | f2.47 | f 3.39 | 8.13 | ..... | ..... | 11.11 | 1.35 | ..... |
| | | | | | | | | | 6¾ | | 5.60 | | 15 | | | | | | | | |
| ..... | ..... | 5.31 | 12.57 | ..... | ..... | 5.42 | 9.26 | 2.58 | | 401.25 | .....Oban..... | 81.06 | | 2.35 | 3.27 | 8.06 | ..... | ..... | 10.53 | 1.20 | ..... |
| | | | | | | | | | 6½ | | 5.40 | | 15 | | | | | | | | |
| ..... | ..... | 5.49 | 1.15 | ..... | ..... | 5.49 | s 9.40 | s 3.09 | | 406.65 | .D....Lancaster....W. | 76.66 | | s 2.24 | s 3.17 | 7.57 | ..... | ..... | 10.35 | 1.05 | ..... |
| | | | | | | | | | 11 | | 8.50 | | 24 | | | | | | | | |
| ..... | ..... | 6.25 | 1.50 | ..... | ..... | 6.05 | s10.00 | s 3.30 | | 415.10 | .DN... Palmdale..... | 67.16 | | s 2.03 | s 3.00 | 7.45 | ..... | ..... | 10.00 | 12.40 | ..... |
| | | | | | | | | | 4 | 416.32 | ..... Alpine...(Spur.). | 65.94 | 8 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| | | | | | | | | | | | 1.05 | | | | | | | | | | |
| ..... | ..... | 6.45 | 2.00 | ..... | ..... | 6.09 | f10.05 | f 3.38 | | 417.37 | .....Harold.....W. | 64.89 | | f 1.55 | f 2.55 | 7.40 | ..... | ..... | 9.45 | 12.30 | ..... |
| | | | | | | | | | | | 4.21 | | 17 | | | | | | | | |
| ..... | ..... | 7.25 | 2.43 | ..... | ..... | 6.23 | f10.20 | s 3.57 | 8 | 421.58 | .DN....Vincent ..... | 60.68 | | s 1.42 | s 2.43 | 7.33 | ..... | ..... | 9.20 | 12.13 A M | ..... |
| | | | | | | | | | | | 5.78 | | 23 | | | | | | | | |
| ..... | ..... | 7.50 | 3.12 | ..... | ..... | 6.36 | s10.35 | f 4.13 | 12 | 427.36 | .....Acton ..... | 54.90 | | f 1.20 | f 2.22 | 7.14 | ..... | ..... | 8.35 | 11.41 | ..... |
| | | | | | | | | | | | 2.72 | | 11 | | | | | | | | |
| ..... | ..... | 8.10 | 3.28 | ..... | ..... | 6.43 | s10.44 | s 4.22 | 6 | 430.08 | .DN....Ravenna.....W. | 52.18 | | s 1.09 | s 2.13 | 7.05 | ..... | ..... | 8.10 | 11.22 | ..... |
| | | | | | | | | | | | 5.60 | | 24 | | | | | | | | |
| ..... | ..... | 8.38 | 3.53 | ..... | ..... | 6.56 | 10.58 | f 4.38 | 12 | 435.68 | ..... Russ..... | 46.58 | | f12.44 | f 1.54 | 6.48 | ..... | ..... | 7.30 | 10.47 | ..... |
| | | | | | | | | | | | 4.20 | | 18 | | | | | | | | |
| ..... | ..... | 8.56 | 4.13 | ..... | ..... | 7.07 | s11.10 | s 4.51 | 10 | 439.88 | .DN..... Lang.....W. | 42.38 | | s12.29 | s 1.40 | 6.39 | ..... | ..... | 7.07 | 10.23 | ..... |
| | | | | | | | | | | | 4.40 | | 17 | | | | | | | | |
| ..... | ..... | 9.14 | 4.32 | ..... | ..... | 7.17 | f11.21 | f 5.02 | 9 | 444.28 | ..... Humphreys..... | 37.98 | | f12.16 | f 1.28 | 6.29 | ..... | ..... | 6.35 | 10.05 | ..... |
| | | | | | | | | | | | 3.80 | | 15 | | | | | | | | |
| ..... | ..... | 9.30 | 4.50 | ..... | ..... | 7.26 | f11.31 | f 5.12 | 8 | 448.08 | ..... Honby..... | 34.18 | | f12.05 A M | f 1.19 | 6.20 | ..... | ..... | 6.15 | 9.50 | ..... |
| | | | | | | | | | | | 3.57 | | 15 | | | | | | | | |
| ..... | ..... | 9.45 | 5.05 | ..... | ..... | s 7.34 | s11.40 | s 5.21 | 7 | 451.65 | .DN...SAUGUS....W. | 30.61 | | s 11.55 P M | s 1.10 P M | s 6.11 P M | ..... | ..... | 5.55 A M | 9.34 P M | ..... |
| | | A M AR | P M AR | | | A M AR | A M AR | A M AR | | | | | | LV | LV | LV | | | LV | LV | |
| | | Daily. | Daily. | | | Daily. | Daily. | Daily. | | | | | | Daily. | Daily. | Daily. | | | Daily. | Daily. | |
| | | (5.10) | (5.06) | | | (2.16) | (2.45) | (3.06) | | | (69.88) | | | (3.20) | (3.00) | (2.29) | | | (6.04) | (4.41) | |

Nos. 241 and 242 will carry passengers.

**All west-bound trains have absolute right of track over all east-bound trains of same or inferior class. See Rule 384.**

# SAN JOAQUIN DIVISION: Fresno and Famoso.

## FROM SAN FRANCISCO.

### Second Class.

| 6 | 248 | 4 |
|---|---|---|
| Way Freight. | Way Freight. | Way Freight. |
| Saturday Only | Daily | Daily. Ex. Sun. |
| | | A M LV |
| | | 6.30 |
| | | |
| | | 6.50 |
| | | |
| | | 7.00 |
| | | |
| | | 7.08 |
| | | |
| | | 7.25 |
| | | 8.12 |
| | | 8.25 |
| | | |
| | | **8.58** |
| | | 9.40 |
| | | 10.10 |
| | | 10.40 |
| | | 11.00 |
| | | 11.20 |
| P M LV | | |
| 3.25 | | 11.35 |
| | | A M AR |
| 3.55 | | ..... |
| **4.27** | | ..... |
| | | ..... |
| 4.37 | | ..... |
| A M LV | | |
| 11.35 | 4.45 | ..... |
| | P M AR | |
| 11.44 | | ..... |
| P M | | |
| 12.01 | | ..... |
| 12.25 | | ..... |
| 12.55 | | ..... |
| 1.35 | | ..... |
| P M AR | | |
| Saturday Only. | Daily | Daily. Ex. Sun. |

### First Class.

| 36 | 2 | 14 | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. |
|---|---|---|---|---|
| Visalia Passenger. | Fresno and Porterville. | Fresno and Visalia Pass. | | |
| Daily. | Daily. | Daily. | | |
| | | P M LV | | |
| | | **5.30** | ..... | 206.65 |
| | | | 4 | 208.26 |
| | | *f* 5.40 | | 209.63 |
| | | *f* ..... | 4 | 210.11 |
| | | *f* ..... | | 211.74 |
| | | *f* 5.45 | | 212.95 |
| | | *f* ..... | 4 | 214.19 |
| | | *f* 5.50 | 7 | 215.65 |
| | | | ..... | ..... |
| | | *s* 6.02 | ..... | 220.85 |
| | | *f* 6.13 | 8 | 226.45 |
| | | | 6 | ..... |
| | | *s* 6.23 | ..... | 231.05 |
| | | *s* 6.34 | 7 | 236.25 |
| | | *f* 6.42 | 6 | 240.75 |
| | | *f* 6.54 | 9 | 247.55 |
| | | *f* 6.59 | 4 | 250.84 |
| | | *f* 7.05 | 5 | 254.25 |
| P M LV | A M LV | | 6 | |
| *s* 4.25 | *s* 10.30 | *s* 7.15 | 9 | 258.55 |
| P M AR | | P M AR | | |
| *s* **4.37** | *s* 10.43 | ..... | 5 | 265.45 |
| *f* 4.44 | *f* 10.51 | ..... | | 269.65 |
| *f* ..... | *f* ..... | ..... | 8 | 271.93 |
| 4.51 | 10.55 | ..... | | ..... |
| 4.55 | 11.00 | ..... | | 275.95 |
| P M AR | A M AR | | 4 | |
| ..... | ..... | ..... | 6 | 279.15 |
| ..... | ..... | ..... | 10 | 283.75 |
| ..... | ..... | ..... | 12 | 291.05 |
| ..... | ..... | ..... | 14 | 300.25 |
| ..... | ..... | ..... | | 310.91 |
| Daily. | Daily. | Daily. | | |

(2.00) (1.20) (5.05) (0.30) (0.30) (1.45)

No. 6 has right of track to Famoso over No. 5.

## TIME TABLE No. 59, May 5, 1901.

## STATIONS.

| DISTANCE FROM FAMOSO. | STATIONS. |
|---|---|
| 104.26 | .DN... **FRESNO** .....W. |
| | 1.61 |
| 102.65 | .....Bali.....(Spur). |
| | 1.37 |
| 101.28 | ..... Blossoma..... |
| | 0.48 |
| 100.80 | .....Luvita .....(Y). |
| | 1.63 |
| 99.17 | ..... Eshel ....(Spur). |
| | 1.21 |
| 97.96 | .....Butler..... |
| | 1.23 |
| 96.72 | .....Locans .....(Y). |
| | 1.47 |
| 95.26 | ..... Ivesta ..... |
| | 1.40 |
| ..... | .....Clotho....(Spur). |
| | 3.80 |
| 90.06 | .D..... Sanger.....W. |
| | 5.60 |
| 84.46 | ..... Fortuna..... |
| | 2.56 |
| ..... | .....Lacjac....(Spur). |
| | 2.04 |
| 79.86 | .D..... Reedley..... |
| | 5.20 |
| 74.66 | .D..... Dinuba .....W. |
| | 4.50 |
| 70.16 | .....Monson..... |
| | 6.80 |
| 63.36 | ..... Taurusa ..... |
| | 3.29 |
| 60.07 | .....Klink..... |
| | 3.41 ft |
| 56.66 | ..... Kaweah.....W. |
| | 4.30 |
| 52.36 | .D..... Exeter..... |
| | 6.90 |
| 45.46 | .D..... Lindsay..... |
| | 4.20 |
| 41.26 | .....Roth..... |
| | 2.28 |
| 38.98 | ..... Zante ....(Spur). |
| | 2.89 |
| ..... | .....Hilo..... |
| | 1.13 |
| 34.96 | .D.....Porterville.....W |
| | 3.2 |
| 31.76 | .....Lois..... |
| | 4.6 |
| 27.16 | .....Terra Bella..... |
| | 7.30 |
| 19.86 | .....Orris..... |
| | 9.20 |
| 10.16 | ..... Jasmin..... |
| | 10.66 |
| 0.00 | .DN....**FAMOSO** ....W. |

(104.26)

## TOWARD SAN FRANCISCO.

### First Class.

| Minimum running time for freight trains between Stations—minutes. | 13 | 1 | 35 |
|---|---|---|---|
| | Fresno and Visalia Pass. | Porterville and Fresno. | Visalia Passenger. |
| | Daily. | Daily. | Daily. |
| ..... | A M AR | | |
| | 9.47 | ..... | ..... |
| 9 | ..... | ..... | ..... |
| | *f* 9.37 | ..... | ..... |
| | *f* ..... | ..... | ..... |
| 9 | ..... | ..... | ..... |
| | *f* ..... | ..... | ..... |
| | *f* 9.32 | ..... | ..... |
| 8 | *f* ..... | ..... | ..... |
| | *f* 9.28 | ..... | ..... |
| 13 | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... |
| | *s* 9.18 | ..... | ..... |
| 14 | | | |
| | *f* 9.07 | ..... | ..... |
| 11 | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... |
| | *s* **8.58** | ..... | ..... |
| 13 | | | |
| | *s* 8.49 | ..... | ..... |
| 11 | | | |
| | *f* 8.39 | ..... | ..... |
| 16 | | | |
| | *f* 8.26 | ..... | ..... |
| 8 | | | |
| | *f* 8.21 | ..... | ..... |
| 9 | | | |
| | *f* 8.15 | ..... | ..... |
| 11 | P M AR | A M AR | |
| 16 | *s* **8.05** | *s* 4.50 | *s* **8.05** |
| | A M LV | | |
| 11 | ..... | **4.37** | *s* 7.54 |
| | ..... | *f* **4.27** | *f* 7.49 |
| 16 | ..... | *f* ..... | *f* ..... |
| | ..... | 4.20 | 7.42 |
| | ..... | 4.15 | 7.40 |
| 9 | | P M LV | A M LV |
| 12 | ..... | ..... | ..... |
| 20 | ..... | ..... | ..... |
| 25 | ..... | ..... | ..... |
| 30 | ..... | ..... | ..... |
| | ..... | ..... | ..... |
| | Daily. | Daily. | Daily. |

### Second Class.

| 3 | 247 | 5 | | |
|---|---|---|---|---|
| Way Freight. | Way Freight. | Way Freight. | | |
| Daily. Ex. Sun. | Daily | Saturday Only. | | |
| P M AR | | | | |
| **5.30** | ..... | ..... | ..... | ..... |
| | | | | |
| 4.40 | ..... | ..... | ..... | ..... |
| | | | | |
| 4.20 | ..... | ..... | ..... | ..... |
| | | | | |
| 4.00 | ..... | ..... | ..... | ..... |
| | | | | |
| ..... | ..... | ..... | ..... | ..... |
| 3.45 | | | | |
| 2.55 | ..... | ..... | ..... | ..... |
| 2.35 | ..... | ..... | ..... | ..... |
| | | | | |
| ..... | ..... | ..... | ..... | ..... |
| 2.20 | ..... | ..... | ..... | ..... |
| 1.45 | ..... | ..... | ..... | ..... |
| 1.15 | ..... | ..... | ..... | ..... |
| 12.50 | ..... | ..... | ..... | ..... |
| 12.35 | ..... | ..... | ..... | ..... |
| 12.20 | ..... | ..... | ..... | ..... |
| | A M AR | | | |
| 12.05 | 8.20 | ..... | ..... | ..... |
| P M LV | | | | |
| ..... | 7.54 | ..... | ..... | ..... |
| ..... | 7.25 | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... |
| ..... | ..... | ..... | ..... | ..... |
| ..... | 7.05 | ..... | ..... | ..... |
| | | P M AR | | |
| ..... | 7.00 | 3.55 | ..... | ..... |
| | A M LV | | | |
| ..... | ..... | 3.40 | ..... | ..... |
| ..... | ..... | 3.20 | ..... | ..... |
| ..... | ..... | 2.53 | ..... | ..... |
| ..... | ..... | 2.25 | ..... | ..... |
| ..... | ..... | 1.55 | ..... | ..... |
| | | P M LV | | |
| Daily. Ex. Sun. | Daily | Saturday Only | | |

(1.42) (0.35) (0.25) (5.25) (1.20) (2.00)

Nos. 3, 4, 5 and 6 will carry passengers.

No. 4 has right of track to Exeter over No. 3.

**All west-bound trains have absolute right of track over all east-bound trains of same or inferior class. See Rule 384.**

# SAN JOAQUIN DIVISION.

## BURBANK AND CHATSWORTH PARK.

| TOWARD SAN FRANCISCO. Second Class. 39 Pass. and Freight. Daily. Ex. Sun. | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM CHATSWORTH PARK. | FROM SAN FRANCISCO. Second Class. Minimum running time for freight trains between Stations—minutes. | 40 Pass. and Freight. Daily. Ex. Sun. |
|---|---|---|---|---|---|---|
| A M LV | | | | | | P M AR |
| 6.55 | 4 | 473.2 | D.. BURBANK | 21.3 | 6 | 5.05 |
| | | | 2.2 | | | |
| 7.00 | 3 | 475.4 | Macneil | 19.1 | 5 | 4.55 |
| | | | 1.8 | | | |
| 7.07 | 3 | 477.2 | Lankershim | 17.3 | 5 | 4.49 |
| | | | 1.7 | | | |
| 7.15 | 2 | 478.9 | Garnsey | 15.6 | 3 | 4.43 |
| | | | 1.2 | | | |
| 7.20 | 8 | 480.1 | Kester | 14.4 | 11 | 4.37 |
| | | | 4.6 | | | |
| 7.40 | 4 | 484.7 | Encino | 9.8 | 6 | 4.20 |
| | | | 1.9 | | | |
| 7.50 | 6 | 486.6 | Reseda | 7.9 | 11 | 4.13 |
| | | | 4.3 | | | |
| 8.05 | 5 | 490.9 | Canoga | 3.6 | 9 | 3.55 |
| | | | 3.6 | | | |
| 8.15 | | 494.5 | DCHATSWORTHPARK W | 0.0 | | 3.40 |
| A M AR | | | | | | P M LV |
| Daily. Ex. Sun | | | | | | Daily. Ex. Sun. |
| (1.20) | | | | (21.3) | | (1.25) |

## ALCALDE AND ARMONA.

| FROM SAN FRANCISCO. First Class. 30 Passenger and Freight. Daily. | 28 Passenger. Daily. | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM ARMONA. | TOWARD SAN FRANCISCO. First Class. Minimum running time for freight trains between Stations—minutes. | 27 Passenger and Freight. Daily. | 29 Passenger. Daily. |
|---|---|---|---|---|---|---|---|---|
| P M LV | | | | | | | P M AR | |
| 1.05 | | | 274.62 | ALCALDE | 44.40 | | 12.45 | |
| | | 8 | | 5.00 | | 12 | | |
| s 1.20 | | | 269.62 | D.....Coalinga | 39.40 | | s 12.31 | |
| | | 14 | | 1.18 | | | | |
| s | | | 268.44 | Ora (Spur) | 38.22 | 21 | s | |
| | | | | 7.22 | | | | |
| f 1.50 | | | 261.22 | Stanley | 31.00 | | f 12.01 | |
| | | 12 | | 7.20 | | 17 | P M | |
| s 2.15 | | | 254.02 | D.....Huron | 23.80 | | s 11.35 | |
| | | 21 | | 13.45 | | 32 | | |
| f 2.50 | | | 240.57 | Lethent | 10.35 | | f 11.00 | |
| | | 7 | | 3.85 | | 9 | | |
| f 3.07 | | | 236.72 | Heinlen | 6.50 | | f 10 46 | |
| A M LV | | 4 | | 1.60 | | 4 | | P M AR |
| s 3.15 7.35 | | | 235.12 | D.....Lemoore | 4.90 | | s 10.40 | 7.45 |
| | | 4 | | 2.22 | | 5 | | |
| f | f | | 237 34 | Orion (Spur) | 2.68 | | f | f |
| | | 5 | | 2.68 | | 6 | | |
| 3.40 7.52 | | | 230.22 | DN.. ARMONA ....W. | 0.00 | | 10.25 | 7.30 |
| P M AR A M AR | | | | | | | A M LV | P M LV |
| Daily. Daily. | | | | | | | Daily. | Daily. |
| (2.35) (0.17) | | | | (44.40) | | | (2.20) | (0.15) |

## FRESNO AND POLLASKY.

| FROM SAN FRANCISCO. Second Class. 32 Passenger and Freight. Daily, Ex. Sun. | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM POLLASKY. | TOWARD SAN FRANCISCO. Second Class. Minimum running time for freight trains between Stations—minutes. | 31 Passenger and Freight. Daily, Ex. Sun. |
|---|---|---|---|---|---|---|
| A M LV | | | | | | P M AR |
| 10.35 | 5 | 206.65 | DN....FRESNO.....W. | 24.50 | 7 | 2.30 |
| | | | 2.70 | | | |
| 10.44 | 2 | 209.35 | East Fresno | 21.80 | 3 | 2.12 |
| | | | 1.30 | | | |
| 10.53 | 4 | 210.65 | Barton....(Spur) | 20.50 | 6 | 2.08 |
| | | | 2.30 | | | |
| 11.04 | 2 | 212.95 | Maltermoro | 18.20 | 3 | 2.00 |
| | | | 1.20 | | | |
| 11.09 | 1 | 214.15 | Las Palmas | 17.00 | 2 | 1.50 |
| | | | .70 | | | |
| 11.12 | 3 | 214.85 | Egger....(Spur) | 16.30 | 4 | 1.45 |
| | | | 1.40 | | | |
| 11.21 | 5 | 216.25 | Tarpey....(Spur) | 14.90 | 6 | 1.35 |
| | | | 2.50 | | | |
| 11.40 | 9 | 218.75 | D..... Clovis | 12.40 | 13 | 1.25 |
| | | | 0.95 | | | |
| | .. | | Maud | | .. | |
| P M | | | 4.40 | | | |
| 12.01 | 12 | 224.15 | Gordon | 7.00 | 15 | 12.45 |
| | | | 7.00 | | | |
| 12.20 | | 231.15 | D....POLLASKY'...W. | 0.00 | | 12.30 |
| P M AR | | | | | | P M LV |
| Daily, Ex. Sun. | | | | | | Daily, Ex. Sun. |
| (1.45) | | | (24.50) | | | (2.00) |

No. 32 has right of track to Pollasky over No. 31.

## BAKERSFIELD AND OLIG.

| FROM SAN FRANCISCO. Second Class. 38 Passenger and Freight. Daily | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM McKITTRICK. | TOWARD SAN FRANCISCO. Second Class. Minimum running time for freight trains between Stations—minutes. | 37 Passenger and Freight. Wednesday and Saturday. | 55 Passenger and Freight Daily Ex. Wed. & Sat'y. |
|---|---|---|---|---|---|---|---|
| A M LV | | | | | | P M AR | P M AR |
| 7.30 | 12 | 314.04 | DN BAKERSFIELD..W. | 49.85 | | 1.45 | 6.00 |
| | | | 5.90 | | 14 | | |
| 7.48 | 7 | 319.94 | Wible Orchard | 43.95 | | 1.29 | 5.40 |
| | | | 3.80 | | 9 | | |
| 8.00 | 11 | 323.74 | Gosford | 40.15 | | 1.15 | 5.25 |
| | | | 5.80 | | 14 | | |
| 8.17 | 13 | 329.54 | Stevens....W. | 34.35 | | 12.53 | 5.05 |
| | | | 6.70 | | 16 | | |
| 8.38 | 15 | 336.24 | Rio Bravo | 27.65 | | 12.32 | 4.40 |
| | | | 7.70 | | 19 | | |
| 9.03 | 7 | 343.94 | Bowerbank | 19.95 | | 12.08 | 4.14 |
| | | | 3.50 | | 9 | P M | |
| 9.13 | 9 | 347.44 | D....Buttonwillow | 16.45 | | 11.50 | 4.00 |
| | | | 4.20 | | 10 | | |
| 9.27 | 21 | 351.64 | Lokern....W. | 12.25 | | 11.41 | 3.45 |
| | | | 9.00 | | 22 | | |
| 9.59 | 4 | 360.64 | Asphalto | 3.25 | | 11.21 | 3.10 |
| 10.10 | | | 1.15 | | 4 | 11.15 | 3.00 |
| 10.30 | 4 | 361.79 | D.....McKittrick | 2.10 | | 11.05 | P M |
| | | | 2.10 | | 4 | | 11.31 |
| 10.40 | | 363.89 | OLIG | 0.00 | | 11.00 | 11.00 |
| A M AR | | | | | | A M LV | A M LV |
| Daily. | | | | | | Wednesday and Saturday. | Daily Ex. Wed. & Sat'y. |
| (3.10) | | (49 04) | | | | (2.45) | (7.00) |

No. 38 has right of track to Olig over Nos. 37 and 55.

**All west-bound trains have absolute right of track over all east-bound trains of same or inferior class. See Rule 384.**

# SAN JOAQUIN DIVISION: Ventura Junc., Nordhoff, Montalvo and Santa Susana.

## FROM SAN FRANCISCO.

### Second Class.

| 52 — Passenger and Freight. Daily | 50 — Passenger and Freight. Daily. | 44 — Passenger and Freight. Daily. | Minimum running time for passenger trains between stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM SANTA SUSANNA AND NORDHOFF. | Minimum running time for freight trains between stations—minutes. |
|---|---|---|---|---|---|---|---|
| | | A M LV 7.25 | | 502.75 | NORDHOFF | 15.00 | |
| | | 7.50 | 13 | 509.05 | Casitas | 8.70 | 19 |
| | | 8.10 | 18 | 517.75 | VENTURA JUNC | 0.00 | 26 |
| | | A M AR | | | | | |
| | | (0.45) | | | (15.00) | | |

For time of trains between Ventura Junction and Montalvo see page 2.

| 52 — Passenger and Freight. Daily | 50 — Passenger and Freight. Daily. | 44 — Passenger and Freight. Daily. | Minimum running time for passenger trains between stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM SANTA SUSANNA AND NORDHOFF. | Minimum running time for freight trains between stations—minutes. |
|---|---|---|---|---|---|---|---|
| P M LV 6.10 | A M LV 11.45 | A M LV 8.35 | | 496.85 | D. MONTALVO | 34.10 | |
| | | | 6 | | 4.40 | | 11 |
| 6.20 | 11.55 | 8.45 | | 501.25 | D. Oxnard W. | 29.70 | |
| P M AR | P M | A M AR | 6 | | 4.30 | | 11 |
| | 12.06 | | | 505.55 | Leesdale | 25.40 | |
| | | | 3 | | 1.50 | | 6 |
| | 12.10 | | | 507.05 | Sucrosa | 23.90 | |
| | | | 5 | | 3.00 | | 9 |
| | 12.17 | | | 510.05 | Camarillo | 20.90 | |
| | | | 5 | | 3.10 | | 9 |
| | 12.27 | | | 513.15 | Somis | 17.80 | |
| | | | 6 | | 3.10 | | 10 |
| | 12.42 | | | 516.25 | Lagol | 14.70 | |
| | | | 3 | | 1.40 | | 5 |
| | 12.50 | | | 517.65 | Ternez | 13.30 | |
| | | | 6 | | 2.90 | | 10 |
| | 1.05 | | | 520.55 | Moorpark | 10.40 | |
| | | | 10 | | 5.1 | | 15 |
| | 1.20 | | | 525.65 | Strathearn | 5.30 | |
| | | | 10 | | 5.3 | | 15 |
| | 1.40 | | | 530.95 | D. SANTA SUSANA | 0.00 | |
| | P M AR | | | | | | |
| Daily. | Daily. | Daily. | | | | | |
| (0.10) | (1.55) | (0.10) | | | (34.10) | | |

## TOWARD SAN FRANCISCO.

### Second Class.

| 43 — Passenger and Freight. Daily. | 49 — Passenger and Freight. Daily. | 51 — Passenger and Freight. Daily. |
|---|---|---|
| P M AR 7.20 | | |
| 7.02 | | |
| 6.46 | | |
| P M LV | | |
| (0.34) | | |

For time of trains between Ventura Junction and Montalvo see page 2.

| 43 — Passenger and Freight. Daily. | 49 — Passenger and Freight. Daily. | 51 — Passenger and Freight. Daily. |
|---|---|---|
| P M AR 6.35 | A M AR 9.30 | P M AR 6.00 |
| 6.25 | 9.20 | { 5.45 / 3 25 |
| P M LV | A M LV | 3.14 |
| | | 3.10 |
| | | 3.00 |
| | | 2.50 |
| | | 2.38 |
| | | 2.31 |
| | | 2.20 |
| | | 2.00 |
| | | 1.45 |
| | | P M LV |
| Daily. | Daily. | Daily. |
| (0.10) | (0.10) | (4.15) |

# SAN JOAQUIN DIVISION: Oil Junction and Oil City.

## FROM SAN FRANCISCO.

### Second Class.

| 24 — Passenger and Freight. Daily. | Minimum running time for passenger trains between Stations—minutes. | DISTANCE FROM SAN FRANCISCO. | TIME TABLE No. 59, May 5, 1901. STATIONS. | DISTANCE FROM OIL CITY. | Minimum running time for freight trains between Stations—minutes. |
|---|---|---|---|---|---|
| A M LV s 8.00 | | 309.49 | OIL JUNCTION | 5.40 | |
| | 12 | | 2.10 | | 12 |
| s 8.25 | | 311.59 | Waits | 3.30 | |
| | 12 | | 2.60 | | 12 |
| s 8.45 | | 314.19 | Treadwell | 0.70 | |
| | 6 | | 0.70 | | 6 |
| 9.00 | | 314.89 | D. OIL CITY W. | 0.00 | |
| A M AR | | | | | |
| Daily. | | | | | |
| (1.00) | | | (5.40) | | |

## TOWARD SAN FRANCISCO.

### Second Class.

| 23 — Passenger and Freight. Daily. |
|---|
| P M AR s 4.40 |
| s 4.20 |
| s 4.00 |
| 3.00 |
| P M LV |
| Daily. |
| (1.40) |

No. 50 has right of track to Santa Susana over No. 51.

**All west-bound trains have absolute right of track over all east-bound trains of same or inferior class. See Rule 384.**

# SPECIAL RULES.

**Standard Clocks at Mendota, Fresno, Goshen Junction, Bakersfield, Mojave, Palmdale, Saugus, Santa Barbara and Fernando.**

In addition to junction points and terminals, Tehachapi, Palmdale, Vincent, Fernando, Montalvo and Ventura Junction will be registering stations.

Mojave will be terminal for all trains. All trains must procure either orders or clearance cards before leaving their terminal stations, except at Alcalde.

The speed of passenger and freight trains must not exceed fifteen and eight miles per hour respectively while crossing bridges over Kings and Kern rivers.

At Collis the switch in the West Side main line between the water tank and the depot will be kept set for the siding, which siding through the Collis Yard, including the curve connecting it with the Fresno line, will be used as the Mendota-Fresno main line. At Armona the switch will be left set so as to make the Collis-Goshen line the main line. At Exeter the switch will be left set so as to make the Porterville-Goshen line the main line.

All Trains will register by card at Kern Junction. Arrival and departure of Santa Fe Pacific trains at Kern Junction will be registered at Bakersfield on information furnished by operator at Kern Junction. Register at Dispatcher's Office, Bakersfield, will govern as to Southern Pacific trains. Register at Kern Junction will govern as to Santa Fe Pacific trains.

All Trains will use at least *five minutes* in passing through *San Fernando tunnel* (at a uniform rate of speed) and keep *red lights* burning on rear of train; and all engines must have headlight burning before entering tunnel.

Pusher engines, when coupled to rear end of train, *must in all cases cut off to take water.*

Chatsworth Park Branch switches in passing track at Burbank will be set for passing track.

At points where there are lap sidings, trains will not pass lap switches ahead of schedule time. When trains meet at such points, the train taking the siding will have right to do so through lap switch.

Automatic block signals controlled by track circuits, are located as follows:

East and West end of San Fernando Tunnel,

West switch at Saugus,

West end of Tunnel No. 24,

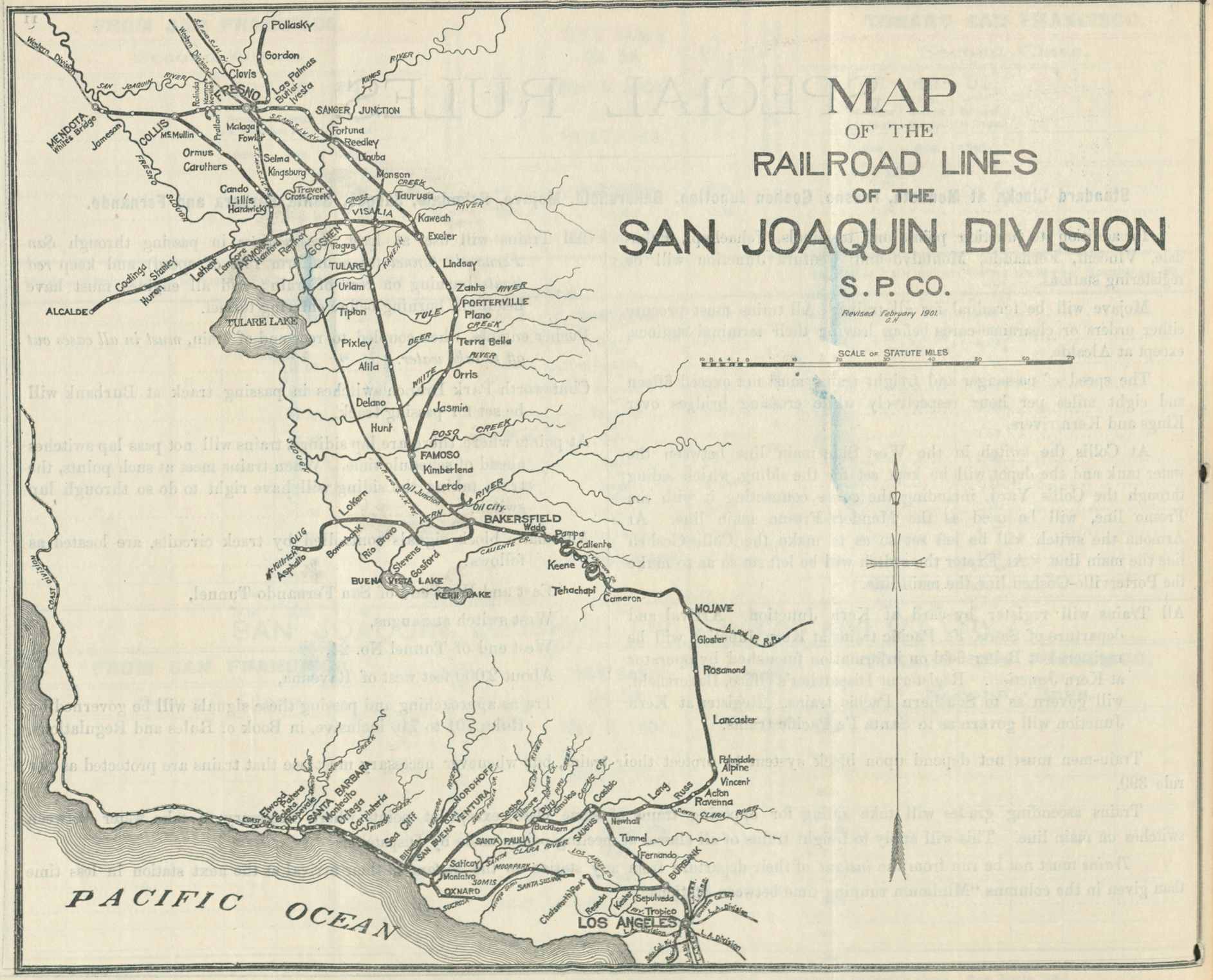
About 2,000 feet west of Ravenna,

Trains approaching and passing these signals will be governed by Rules 701 to 710 inclusive, in Book of Rules and Regulations.

Train-men must not depend upon block system to protect their trains, but whenever necessary must see that trains are protected as per rule 399.

Trains ascending grades will take siding for opposing trains of same class, except at points where necessary to take water between switches on main line. This will apply to freight trains of all classes at meeting points made by Dispatcher.

*Trains* must not be run from the *instant* of their departure from any station to the *instant* of their arrival at the next station in less time than given in the columns "Minimum running time between Stations."


MAP
OF THE
RAILROAD LINES
OF THE
SAN JOAQUIN DIVISION
S. P. CO.
Revised February 1901.
SCALE OF STATUTE MILES
PACIFIC OCEAN
TULARE LAKE
BUENA VISTA LAKE
KERN LAKE
FRESNO
SANGER JUNCTION
VISALIA
TULARE
PORTERVILLE
BAKERSFIELD
MOJAVE
LOS ANGELES
SANTA BARBARA
NORDHOFF
OXNARD
SANTA PAULA
ALCALDE
MENDOTA
COLLIS
ARMONA
GOSHEN
FAMOSO
Pollasky
Gordon
Clovis
Las Palmas
Butler
Ivesta
Malaga
Fowler
Fortuna
Reedley
Dinuba
Monson
Taurusa
Kaweah
Exeter
Lindsay
Zante
Plano
Terra Bella
Orris
Jasmin
Delano
Hunt
Kimberlena
Lerdo
Oil City
Wade
Pampa
Caliente
Keene
Tehachapi
Cameron
Gloster
Rosamond
Lancaster
Palmdale
Alpine
Vincent
Acton
Ravenna
Lang
Russ
Newhall
Tunnel
Fernando
BURBANK
Sepulveda
Tropico
Saticoy
Montalvo
Buckhorn
Castaic
Rio Bravo
Stevens
Gosford
Bowerbank
Lokern
Asphalto
Oil Junction
Selma
Kingsburg
Cross Creek
Traver
Lillis
Hardwick
Cando
Ormus
Caruthers
McMullin
Jamesan
Huron
Stanley
Coalinga
Lethent
Lemoore
Hanford
Remnoy
Tagus
Urlam
Tipton
Pixley
Alila
Delano
Hunt
Orris
Zante
Exeter
Kaweah
Taurusa
Monson
Dinuba
Reedley
Fortuna
Sanger
Butler
Ivesta
Las Palmas
Clovis
Gordon
Pollasky
Rolinda
Kearney
Kerman
Fresno Slough
Kings River
San Joaquin River
Cross Creek
Kaweah River
Tule River
Deer Creek
White River
Poso Creek
Kern River
Caliente Cr.
Tehachapi Cr.
Santa Clara River
Los Angeles
Sauzus
Santa Susana
Moorpark
Somis
Sucrosa
Arroyo Simi
Chatsworth Park
Reseda
Kester
Tropico
Rincon Creek
Mission Creek
Montecito
Ortega
Carpinteria
Sea Cliff
Bitumen
Ventura River
Sespe
Fillmore
Piru
Camulos
Castaic Cr.
Santa Paula Cr.
Sespe Creek
Piru Creek
Coast Div.
Western Division
S. F. and S. J. V. Ry.
A. and P. R.R.
L. A. Division
San Gab. Br.
Sou. Cal. Ry.
Coast Division